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A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th September, 1901.

The frequency at the present time in Hongkong of house-burglaries, stealing from ships and work-yards, watch and purse-snatching, and petty thefts of all kind suggests that we are making a mistake in our manner of dealing with such offences, and that the absence of sufficient deterrents is encouraging one of the worst traits in our native population. Hongkong has never had a good record in the matter of thieving, but we doubt whether the state of affairs has been so bad before as it is now. The strength of our police-force is, as we have pointed out often before, below what it should be; but even if it were up to the proper standard, it could not hope to prevent a large number of the robberies which occur. It might stop cases of snatching in the street and even of smuggling away articles stolen in work-yards and godowns. But much of the larceny which occurs is committed inside houses, in such a way as to arouse suspicions as to the honesty of the native servants. Where no clue can be found as to the thief, no proceedings can be taken. But where the police lay their hands on the guilty, there is a necessity for inflicting a lesson. We do not advocate any brutality, but certainly we think that in the more outrageous cases of robbery flogging should accompany sentences of imprisonment. At Singapore, this is the case, and the results are good. In spite of the outcry of extreme humanitarians at home, flogging has been used with effect in cases of epidemics of crime, and there is no reason why the same treatment should not be applied to Chinese out here, especially as it is a much lighter form of punishment than they could have any reason to hope for in their own country for the same offence. A sense of humanity which encourages so ignoble a crime as theft is an injustice to law-abiding citizens. Measures adopted at present have not succeeded in keeping down our thieves and robbers, and the situation will be really serious if the authorities simply show themselves unable to cope with it.

The British storeship *Humber* arrived from Woomung yesterday morning.

One fresh case of plague (Chinese) and one death were reported during the 24 hours ending at noon yesterday.

The French Minister at Seoul has lodged a demand with the Korean Government for similar privileges to those enjoyed by Japan in regard to the postal service.

A report has been current in Japan that Lady Arnold, the Japanese wife of Sir Edwin Arnold, was dead. This was a mistake, the deceased being Mrs. Matthew Arnold, wife of the poet and essayist.

Miss Edna May will, according to an Australian paper, be visiting Australia in the beginning of next year, under an engagement with Mr. J. C. Williamson. A special repertoire of new musical comedies will be arranged for her.

Messrs. Lamke and Rogge informed us yesterday that they had received a telegram from Messrs. W. G. Hale & Co., of Saigon, that quarantine at that port against vessels arriving from Hongkong has been reduced to one day's observation, passengers prohibited.

Rear-Admiral Harry Tremenhore Grenfell, R.N., C.M.G., the new Rear-Admiral on this station, was born on the 9th March, 1845, and entered the Navy in 1859. He served in the Egyptian War in 1882, obtaining the Egyptian Medal and the Khedive's bronze star. Rising to Captain's rank in 1886, in 1898 he received Captain's good service pension, and in 1900 became a Rear-Admiral and a C.M.G. Rear-Admiral Grenfell is the inventor of night-sights for ordnance.

A telegram was received in Singapore on the 11th inst. from Ceylon, stating that the Ceylon Volunteers had made 744 points in the match against the Singapore Volunteer team. The Singapore Volunteer team which shot aggregated 829 on the 3rd inst. beating Ceylon by the enormous margin of 115 points. The Ceylon average of 744 per man in the team of ten counting scores is inferior to the average of the two Singapore scores not included in the Singapore total. The Ceylon score is surprisingly poor, and it is supposed to be due to some sudden unfavourable change in the weather after shooting had begun; but details are not yet to hand.

The *Bornie Gazette*, which claims to represent the commercial interests of Russia, gives Japan some advice in the matter of colonial expansion, and says: "As a matter of fact, Russia expects nothing from Japan except renunciation of her design on Corea. After Russia has employed colossal means in her civilising mission in East Asia, she is in duty bound to guard the independence of the peninsula which lies in the path between Port Arthur and Vladivostok. But, in addition to Corea there are large territories in Southern China, and numerous island groups south of Formosa, and in Russia nobody has ever denied the justification of Japan's ambition for territorial expansion."

The still pending Franco-Turkish difficulty is explained as follows:—The concession of the Constantinople quays was granted to M. Granet, Postmaster-General in the Freycinet-Constans Ministry at Paris. According to the terms of the concession, it was stipulated that the Turkish Government should have the right of purchasing the concession after the lapse of ten years. The time elapsed early in July, but the Turkish Government had been at loggerheads with the French Ambassador as to the price and conditions of the purchase of the quays from the concessionaires. The result is the recall of Ambassadors, and the rupture, for the time being, of diplomatic relations between France and Turkey.

E. A. Horwitz, a clerk in the employ of the Hongkong Ice Co., after embezzling about \$600 of the Company's money, is supposed to have gone to Shanghai. Besides the amount embezzled, there are a score, more or less, of friends mourning his absence who would be glad of his return or better still the return of the various sums he owes them. Mr. Mee Cheung, the photographer, is especially anxious to see him again. Horwitz had a diamond ring, which he pawned for \$200; then taking the pawn ticket to Mee Cheung, to whom he already owed \$100, he sold him the ticket for another \$100. A few days after, in fact, while on his way to the steamer which took him away, he called on Mee Cheung, and finding the latter had redeemed the ring, told him that he had an engagement with some lady friends for the evening, and asked him to lend him the ring, promising to return it the next day. Mr. Mee Cheung complied with the request, and that is the last he saw of either his friend or the ring.

A Japanese named Nakamura Naokichi, aged 37, a native of Toyohashi, Mikawa, set out on a round-the-world trip on the 16th ult. He obtained a certificate from the mayor of his native place and also a health certificate from the President of the Toyohashi Hospital. He first ascended Mount Fuji and obtained the seal of the shrine on the summit of the mountain. He then went on to Nagoya, and arrived at Osaka on the 30th ult. His programme is to go to Fusan, via Kobe, Simonsenoki and Negussaki, from there to Seoul, then down to Chempulpo, on to Taku, Tientsin and Peking. Coming back to Taku, he will visit Shanghai and Hongkong, and so continue westward. Nakamura has been abroad before. In 1887 he went to America and walked along the Pacific coast. He returned to Japan in 1893 and afterwards proceeded to Canada and Hawaii in 1894, returning in 1899. He has not fixed any time limit to his present journey, and will earn his travelling expenses by working as he goes along.

The Rev. G. J. Williams, pastor of the Union Church, has resigned his post through ill-health. He will remain until a successor is chosen.

A New York telegram of the 17th ult. says:—Capt. Howard Blackburn, "the fearless navigator," of Gloucester, Mass., who last June crossed the Atlantic from Massachusetts to Portugal in a small sloop, has reached New York on his way home. The hazardous trip was not without great hardships, and Capt. Blackburn, who has made several trips with a similar degree of danger attached to them, says that he will make no more trips.

The burglary season is evidently at its height now in Hongkong. Yesterday morning Dr. G. Harston, who is temporarily stopping at a friend's house in Queen's Gardens, suffered a serious loss. He was unable to retire to rest until 5 a.m., and between this hour and 7 the robbery occurred, while Dr. Harston was asleep. The thief secured a gold presentation watch, a silver cigarette case, pencil, and some loose cash, amounting altogether to about \$100. There is at present no clue, but the police have the case in hand.

POLICE COURT.

Thursday 12th September.

BEFORE MR. HAZELAND.

CHEATING—A TEST CASE.

The hearing of the case which was postponed from the 6th inst. was continued yesterday morning.

Ng Lau Kuen is charged with cheating in respect to the sum of \$22.30, in that he engaged as a steersman on complainant's fishing junk, the *Kum Sun Lee*, and received the above amount as an advance of wages, but failed to return and take up his post.

Mr. Wilkinson led the prosecution and Mr. Hays defended.

Mr. Wilkinson having finished the examination-in-chief of Loong Shun Kuen, the complainant, at the last hearing of the case, Mr. Hays proceeded to cross-examine the latter.

Witness's evidence, in brief, was as follows:—I am Loong Shun Kuen. I have only one brother, Loong San Yu, who is at sea fishing in my junk *Kum Sun Lee*. He left on the 30th of August. I cannot say when he will be back. It is usual to fish during the month of September. My other junk the *Kum Kuen Lee*, left on the 1st September. I have always an extra steersman aboard. My junks were idle for the two previous months because July and August are not business months. I am captain of the junk, but the steersman is the second captain, and has more control over the movements of the boat than I. I am the master. I do not work in particular. I do not know Loong Sang Hoi. He is not my brother. It is not a fact that my brother, myself, and Loong Sang Hoi owned four junks about two years ago, and dissolved partnership in June last year, my brother taking one junk, I another, and Loong Sang Hoi the remaining two. Defendant never served under me. I do not know that he ever served under my brother, Loong San Yu, or under any one else. It is customary to give an advance of wages to fishermen and boat-crew. I always pay myself. I have been cheated frequently, but in spite of it I continue to pay advances of wages. I have never previously taken legal proceedings to redress my wrongs, as the inspector at the Shaikwan Police Station told me he could do nothing, as there was no law provided for such cases. In the present case, I consulted a solicitor. There is a meeting place of a junk-owners' guild, and also funds to pay expenses. This guild is for the protection of junk-owners against desertion of their employees. I am a member of it, so is my brother. No, defendant did not serve on my brother's junk from February till June.

After repeated questioning on this point, witness at last admitted that he had no knowledge about it.

Continuing, he said:—On the 4th June I was at sea, so was my brother. I am sure my brother did not enter Shaikwan harbour on the 4th June. My brother arrived on the 18th June, so did I. I was previously at home on the 5th April, also my brother. We all went to the tomb festival which was on at that time. I did not see defendant at the time. I do not know one Sa Yuen Yip. There is no such name on my brother's junk.

Re-examined by Mr. Wilkinson—I still pay advances of wages to men employed, though I have been cheated frequently. I cannot get men otherwise.

By Mr. Hays—I have never tried to get men otherwise. Advances must be paid first.

His Worship, Mr. Justice, said:—During the months of July and August no work is done. Why then did you engage defendant on the 3rd July two whole months before you had work for a steersman?

Witness—I engaged him to do other work in the meanwhile. There is always plenty of work on a junk.

When Wong Cheung was called for next witness, Sa Yuen Yip stepped in to the witness box to the Court and confessed embezzlement as he was supposed to have been a *pevonia* *Li-cogita* to first witness. However, afterwards, the real Wong Cheung was found and examined by Mr. Wilkinson. He stated as follows:—I am the *foke* of the fishing junk-owners' guild. I know complainant, also defendant. I saw complainant hand defendant \$22.30 on board the *Kum Sun Lee*. It was advance of wages, in fact it was five months' wages. A fishing season lasts for five months. It is customary to give advances. Some give more, some less. Some give the whole season's wages in advance. I have known defendant four or five months.

Mr. Hays not wishing to cross-examine last witness, the next witness, Wit Tui Tsoi was called for, but instead of himself, his wife appeared and made for the witness-stand. When it was explained that she was not wanted, she stated that her husband being sick she came in his stead.

As the witness in question is an important one, the case was adjourned at this point for a week.

DECEITFUL THE PUBLIC.

Henry Wilson, alias Kamsay, an engineer without employment, conceived the idea of living on his wits. He visited several well-known firms and businessmen, introduced himself as a mining manager from Corea, and proceeded to work them for all they were worth. He managed to obtain from Mr. Brindley, Manager of the Banque de l'Indo-Chine the sum of \$38, under fraudulent representation, and a pair of gold sleeve-links valued at \$11.50 from Leung Fung, also under false pretences.

Accused pleaded not guilty to the first charge, but could not deny to having obtained the gold sleeve-links.

He was sentenced to one month's hard labour on each charge, the sentences to run consecutively.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 11th September, 7.35 p.m.

THE GATHERING OF ROYALTIES.

The Tsar has arrived at Dantzic. The Tsarina is at Kiel. The St. Petersburg *Journal* regards the meeting of Royalties as a new guarantee of universal peace.

SUSPECTED PLOT AGAINST MR. CHAMBERLAIN.

The trial of a murder case at Clerkenwell has revealed an alleged plot to kill Mr. Joseph Chamberlain.

REUTER'S SERVICE.

LONDON, 10th September.

PRESIDENT MCKINLEY. This evening's bulletin states that President McKinley's condition continues favourable.

THE COMMAND IN NATAL. General Lyttelton assumes command of the troops in Natal.

NEW REAR-ADMIRAL FOR THE CHINA SQUADRON.

Rear-Admiral Henry Tremenhore Grenfell, C.M.G., succeeds Rear-Admiral Sir James Andrew T. Bruce, K.C.M.G., as second in command on the China station.

LONDON, 10th September.

PRESIDENT'S SATISFACTORY CONDITION.

President McKinley's condition continues eminently satisfactory. Unless complications develop, a rapid convalescence is expected.

THE CHARGE AGAINST KRAUSE. On the re-appearance of Krause at Bow Street, the Treasury announced a fresh charge of incitement to murder. The prisoner was remanded pending the arrival of the necessary papers.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 9th September.

EDUCATION IN MACAO. A pleasing function, which had imparted to it a significance of more than ordinary importance by virtue of the speeches delivered on the occasion, took place in the spacious hall of the Lei Senado yesterday. It was the red-letter day for the pupils of the municipal schools of this city. It was their prize-day. Decorated with a profusion of festoons and wreaths and numerous plants in pots, which lined both sides of the entrance and staircase, the building and the Assembly Hall in particular presented an appearance quite befitting the festive occasion. A guard of honour accompanied by the military band was drawn up in front of the Senado and presented arms, to the strains of the music, on the approach of His Excellency the Governor, with Madame Horta e Costa and suite. The Government House party was received at the entrance to the Hall by the whole body of the Commissioners, Madame Horta being led to her seat by the President, Mr. A. J. Basto. As the parents of the children and the other visitors arrived they were shown to their seats by Mr. Patricio da Luz, who acted as master of ceremonies. The Governor, members of the Executive Council, and the Commissioners occupied special seats on a dais reserved for them. The proceedings opened with an address by Mr. Basto, who, as president of the Senate and of the Municipal Council, had seated himself to the left of the Governor, in which this gentleman briefly reviewed the whole history of the educational movement in so far as the Municipal Council was responsible for that movement. He referred more particularly to the signal successes attending their efforts through the instrumentality of His Excellency the Governor, as witnessed in the development of the Central Schools for Girls and Boys, in the establishment of the "Lyceum" affiliated to the Universities of Portugal, and lastly, though and by no means the least important, the founding of the Commercial Institute so shortly to be inaugurated. While rejoicing at the prospect of the means for the acquisition of a practical education being placed within reach of the youth of Macao—an education that should stand them in good stead in the struggle for existence with the survival of the fittest as its ultimate issue—the speaker extremely regretted that the country of their birth offers them no means for the profitable utilisation of that education which the personal sacrifices and the best efforts of its citizens, past and present, have contributed to impart to them. Hence they must bemoan the necessity for that wholesale expatriation of the rejuvenating son of the soils which results in the spread of the Macanese branch of the Portuguese nation throughout the length and breadth of the Farther East. Mr. Basto concluded a most effective speech by exhorting the successful students to renewed efforts and by encouraging those who had done well but had not been so fortunate as to secure a prize that day to continue in their persevering studies so as to be able to dispel the ignorance so destructive of personal independence and so that with knowledge they may the better fulfil the duties falling to their lot in after life as loyal citizens, good fathers, and withal as true Christians. From the tenor of the speech throughout it was perfectly evident that the speaker

appreciated in no small degree the dictum of the great English essayist, Joseph Addison, that a life of independence is a life of virtue.

THE GOVERNOR'S SPEECH.

After the above address, followed the distribution of the prizes. This over, His Excellency the Governor rose and delivered a speech of great length and marked with much oratorical eloquence. For want of space I regret that it is impossible here to do justice to the utterances of His Excellency unless by a verbatim report of the speech, and it is to be regretted that such a report is not available. I will, however, record one salient feature among many important points touched by His Excellency, when he emphasised the fact that that was another public occasion when he could voice his sincerity as a genuine well-wisher of the law-abiding and enlightened Portuguese community of Macao. He would assure them that they could rely on him at all times to promote, to the best of his abilities, the public weal, and he would regard the general well-being of the Macanenses in particular with special interest. Inferentially it is gratifying to find in these utterances an indication that the high public offices in the gift of the Governor will be open to all and any Macanese who will show himself qualified and fitted to hold the post when such may happen to be vacant. For the tendency in recent times and until the return of the present Governor (when certain of his predecessors in office adopted a policy inimical to the interests of the Macanenses and the internal economy of the country) has been one that works to the exclusion of many eligible candidates for remunerative appointments simply by the fact of their birth. This distinction is one inconsistent with constitutional government and incompatible with a sense of justice and fair play. If therefore he believes a just and impartial administration, such as happily now obtains here, to remove even the trace of a suspicion, of any invidious differential treatment. With the above digression, I should not omit mention of the high and well deserved tribute of praise to the staff of teachers—ladies and gentlemen alike—paid by Governor Horta in a just appreciation of the good work they had done.

A NEW APPOINTMENT.

The *Gazette* notifies the appointment of Mr. Constancio José da Silva, a gentleman whose name will be recalled in connection with the *Independente*, now defendant as Superintendent of the Government Printing Office, vice Mr. Lopes, of the Navy, who has held the provisional appointment since the formation of this new department of Government.

MACAO FOR SNIPES.

To lovers of sport I would recommend an early visit to Macao. Snipe abound in our neighbourhood within a few hours' sail up river. A party of four young gentlemen, who started on the maiden trip of their diminutive house-boat, the *Nareja*, on Friday last, returned on Sunday after having bagged within forty-eight hours no less than one hundred and ninety snipe among them. A single gun accounted for over sixty.

SUPREME COURT.

Wednesday, 11th September.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING JUSTICE JUDGE).

LEUNG KUN YAU v. HON. F. H. MAY.

His Lordship, in finding for the defendant, with costs, delivered the following judgment:—This is an action brought under section 5 of the Habeas Corpus Act, 1879, to recover from the defendant a sum of £100 (reduced to \$1,000 for the purposes of jurisdiction) as the penalty incurred by him and recoverable by the plaintiff by reason of the defendant having refused and failed to deliver to the plaintiff, upon demand made by a person in his behalf, a true copy of the warrant of commitment and detainer of the plaintiff.

The facts are that the plaintiff was discharged from Victoria Gaol on the morning of 14th August; that, subsequently to that discharge, Mr. Mouney, purporting to act in the plaintiff's behalf, went to the defendant and asked him to deliver a copy of the order of banishment under which the plaintiff was then detained in custody of the police, and that the defendant absolutely refused to do so and did not deliver such copy. The defendant had already declined in writing.

On behalf of the defendant the following points were taken, viz:—

- (1) That the Act, 31 Car. 2. c. 2 did not apply to this Colony;
- (2) That, even if the Act did apply, it referred only to cases where a person was committed or detained for "a criminal or supposed criminal matter," and that the plaintiff in this action had not been thus committed or detained;
- (3) That the defendant had no means *res* in declining to deliver the copy demanded;
- (4) That the demand for the copy had not, as required by section 5, been made either by the plaintiff or by a person in his behalf;
- (5) That the demand was not for a copy of the warrant of commitment and detention, but for a copy of the order of banishment;
- (6) That the plaintiff had not been detained by the refusal to deliver a copy of the order of banishment; and
- (7) That the mention, in section 5 of the Act, of the King's Courts at Westminster as the Courts in which an action to recover penalties was to be brought, and of archaic forms of procedure, indicated that an action to recover penalties was confined to such Courts and could not be maintained in any of the Courts of the King's dominions abroad.

Of the seven objections, the second objection appears to be far the strongest. I will therefore consider that objection last of all. The first objection was that the Habeas Corpus Act, 1879, does not apply in this Colony, because it was passed to check abuses which had grown up in England and were contrary to the then known laws of England. I certainly will not be the first judge to rule that the Habeas Corpus Act (of all English Acts) is inapplicable in this Colony, except for the most cogent and conclusive reasons.

Generally speaking, every English Act is passed to meet special circumstances in England, and if the reasons adduced are to prevail, they would prevail in the case of such Acts as the 35 Eliz. c. 5, directed against fraudulent deeds,

gifts, alienations, etc., and the 27 Eliz. c. 4, directed against covinous and fraudulent conveyances.

Further, the Court would be very slow to exclude from operation in this Colony any English act which affected the paramount question of the liberty of the subject.

Again, by section 7 of Ordinance 12 of 1873, it is enacted that "much of the laws of England as existed when the Colony obtained a local legislature, that is to say, on the 5th day of April, 1843, shall be in force within the Colony except so far as the said laws shall be inapplicable to the local circumstances of the Colony or of its inhabitants. It seems to me that, by virtue of that section, all English laws existing on the 5th April, 1843, *prima facie* have force in this Colony, and that their inapplicability in this Colony must be shown by the party disputing their applicability, to rest not on particular phrases in these laws, but on the local circumstances of the Colony or of its inhabitants.

From this point of view, nothing in the local circumstances of the Colony or of its inhabitants occurs to my mind to render this remedial measure for securing the liberty of the subject inapplicable and superfluous. I therefore think that the Habeas Corpus Act, 1879, applies in this Colony.

Closely connected with this first objection is the seventh objection, which I will consider at once. The King's Courts in the Strand have succeeded to the power and jurisdiction of the King's Courts at Westminster, and the Supreme Court of this Colony has the same jurisdiction as the Courts of Common Law and the Court of Chancery had, which is practically the same as saying that it has the jurisdiction which the King's Courts at Westminster had. Then, of the archaic terms to which reference was made, assize, writ of law and impariance have been abolished, whilst protection, privilege, and what I take to be defence of *ad hoc* *procurator* still exist, and appear to be as available here as in England.

The Court was referred to the case of Attorney-General v. Stewart, 2 Mer. 149, by which it was decided that the Statute of Mortmain, 9 Geo. 2. c. 36, did not extend to the island of Grenada in the West Indies, on the ground that the Statute was not a general regulation of property and that the Court of Chancery in Grenada had no such establishment as an enrolment office attached to it, as was attached to the Court of Chancery of England. It was held, therefore, that the principle of the Act and the political object of the Act precluded its application to Grenada, where, moreover, there was no machinery for carrying it out. Further, in *Jord v. McKinley*, L.R. 14 A.C. 48 p. 52, Lord Hobhouse said that every judge who had addressed his mind to the question had decided that in this Colony the Act was framed for reasons affecting the land and revenue of England, and not for reasons applying to a new Colony.

I am of opinion that neither the general objects of the Habeas Corpus Act nor the wording of section 5, prevent that section from having effect in this Colony, because the principle underlying the Act, viz., the preservation of the liberty of the subject, is of universal applicability, and the machinery for giving effect to section 5 exists in this Colony. It appears to me to be plain that though the Act was framed for reasons affecting the land and revenue of England, its objects are equally applicable to this Colony as to England.

The third ground of defence was that no penalty could be recovered from the defendant because he had no *mens rea*. I will not stop to consider whether or not *mens rea* is necessary in a person who is sued for a penalty before that penalty can be recovered. It seems to me that, presuming that he ought to have delivered a copy of the order of banishment when it was demanded, the defendant's refusal of the defendant to deliver such copy precludes any defence of no *mens rea* being successful. He clearly had a *mens rea*, for his conduct was wilful, and as he refused to deliver the copy he can be saved from the consequences thereof only because some condition precedent to the demand had not been strictly complied with or satisfied. Knowledge of that fact that the plaintiff was a British subject, and of the purposes for which the copy was demanded, was not, in my judgment, necessary in order to affect the defendant with *mens rea*.

The fourth objection raised by Mr. Folkes was that the demand for the copy had not been made, as required by the fifth section—viz., the prisoner or person in his behalf. The paragraph which he put upon the expression "person in his behalf" was "a person with the authority of the prisoner."

If the Court accept that paraphrase, then this fourth objection holds good, because the plaintiff did not personally make a demand nor did he directly authorize Mr. Mouney, who made the demand, to take such step.

The construction advanced for the defence is, in my opinion, too narrow, and I prefer to interpret the expression as meaning "person who acts for such prisoner's benefit or in the interests of such prisoner."

Otherwise, an ignorant or indigent or sick prisoner might lose the benefit of section 5 in this respect, if any friend or other person were not competent to make the demand on his behalf unless by his instructions.

Moreover, I think that the plaintiff must be taken to have ratified the contract which his mother, without his authority so far as is known, made with Mr. Mouney on his behalf when she instructed Mr. Mouney to take all necessary steps in the matter.

The fifth objection for the defence was that no demand had been made for a copy of the order of detainer, but that the demand was made for a copy of the order of banishment only. This no doubt correctly interprets the terms of the demand; but the force of the objection depends upon whether the order was a warrant of commitment and detainer or not, within section 5. If it was such a warrant, the objection cannot prevail; if it was not, the objection is valid.

But whether or not the said order was a warrant of commitment and detainer within the meaning of section 5 of the Act turns on the answer to the question whether or not the plaintiff was detained for a criminal or supposed criminal matter, a question which will be considered lower down.

It was objected, finally, that the plaintiff had not been detained by the refusal of the defendant to deliver a copy of the order of banishment. Now, if plaintiff was entitled to have a copy of that order delivered to him, he was assuredly injured in the eyes of the law, by the refusal to deliver the copy demanded. In such a case he had been deprived of his right and had thus suffered an *injuria* which imported *damnum*. (See *Ashty v. White*, Lord Raymond, 933.)

Before passing on to consider the second objection advanced by the defence and reserved for consideration last of all, I will examine into the construction which has been placed upon the Act of 31 Car. 2. c. 2 and into the scope of that Act. As to the construction of the Act, it is both a remedial and a penal measure.

In *Huntley v. Lucas*, 10 Q.B. 411, at p. 412, Lord Alington, C.J., said:—"I cannot say that the argument which has been advanced in favour of the plaintiff, so far as it goes to state that the Habeas Corpus Act is a remedial

[2] Hongkong, 9th September, 1901.

the 16th inst., or they will not be recognised.
All damaged packages will be examined
MONDAY, the 16th inst., at 3 P.M.
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P. DE CHAMPMOREL

having arrived from the above ports, signees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon.

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JARDINE, MATHESON &

[2] Hongkong, 9th September, 1901.

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SANG KEE,
298, Des Vaux Road Central.
Hongkong, 16th August, 1901. [2384]

TO LET.

TWO ROOMS at No. 5, REDNAKELA TERRACE.
Apply to—
OCCUPIER OF THE HOUSE.
Hongkong, 11th September, 1901. [2312]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1739]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEW STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2362]

TO LET AT KOWLOON, From 1st October.

HOUSES Nos. 9 & 11, SALISBURY AVENUE, FURNISHED or UNFURNISHED. Very healthy locality.
Apply to—
OCCUPIERS OF THE HOUSES.
Hongkong, 10th September, 1901. [2305]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO BE LET.

HOUSE No. 1, BEACONSFIELD ARCADE, facing Parade Ground. OFFICES and ROOMS on 2nd Floor in Beaconsfeld Arcade.
For Particulars, apply to—
TURNER & CO.
Hongkong, 7th September, 1901. [2236]

TO LET. Possession, August 1st.

THE GODOWN in West Point (Kowloon) known as Feather Factory, now occupied by the Hongkong and Kowloon Warehouse Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

"BERNARD" No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 4th September, 1901. [2251]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

A HOUSE in RIFON TERRACE.
"THE RETREAT" MOUNT KELLET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 13th July, 1901. [166]

TO LET.

OFFICE in QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October.
Apply to—
I. M.,
Care of Daily Press Office.
Hongkong, 2nd September, 1901. [2228]

TO LET.

NO. 28, WYNDHAM STREET.
Apply to—
C. F. DE CARVALHO,
Hongkong, 31st August, 1901. [2220]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
91, CAINE L'CAD.
Hongkong, 20th September, 1900. [1669]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHUR,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [179]

S. IEN-TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [832]

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CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

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Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY at SHORT NOTICE. [1860]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W. J. W. KEW, Manager, 20, Des Vaux Road, Hongkong, 18th December, 1900. [1486]

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for Storage in their Godowns, situated on PRAYA EAST (late McGregor Barracks). Landing and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.

Terms Moderate. Apply to the SECRETARY on the Premises. Hongkong, 10th August, 1901. [2033]

SCIENTIFIC MISCELLANY.

THE MODERN DEPILATORY—EVOLUTION BACKWARD—PLATINUM-PLATED CLAY—RANGE FINDING SIMPLIFIED—A TWENTY-FIVE TON COUNTERWEIGHT—THE PARTS OF TWELVE MORTARS—A HOUSE-EATING FUNGUS—SILK WORM FOOD—SAFE X-RAYS.

About forty superfluous hairs, Dr. A. Whitfield finds, can be removed by electrolysis at one sitting. The negative electrode from a battery of about five Leclanché cells is connected with a needle which is introduced into the neck of the hair follicle, and the patient then grasps firmly the positive electrode. After a few seconds bubbles of hydrogen issue from the mouth of the follicle. The needle is shortly afterward withdrawn, and after a moment or two the hair may be pulled out very easily, the inner root sheath coming with it without resistance if the operation has been successful.

So-called "bronze" metals have been mostly struck in pure copper. This has been given a thin coating of oxide by heating in contact with iron oxide, or by the Japanese wet process, in which is used a boiling solution having copper sulphate and a variety of verdigris as the main constituents. The latter process gives a patina of a variety of beautiful shades of brown. Sir W. C. Roberts Anstons notes that European metals are now discarding pure copper, and are returning to an alloy much like that of the ancient Romans. The Roman alloy, as shown by coins of Hadrian and Trajan, consisted of about 87 per cent. of copper and 9 of zinc with some lead, tin, iron or silver, and traces of antimony.

A German method of platinising porcelain is given importance by the need of platinum apparatus and the high cost of the metal. By fusing a coating of platinum salts on the porcelain dish, a thin deposit of platinum is formed, and the vessel so covered is claimed to be quite as durable as solid platinum, and cheaper.

The new range-finder of Prof. G. Forbes is designed to meet the requirements of infantry in the field. It consists of a field-glass, to be carried in the usual way, and a folding aluminum base, which is 6 feet long when extended and 3 feet 3 inches when folded, weighs less than 3 pounds, and can be strapped upon the back. The base is a square tube, each half of which has at each end a doubly reflecting glass prism.

The rays of light from a distant object strike the outer pair of these four prisms, are reflected at right angles along each tube, and at the two middle prisms into the two telescopes of the binocular. The angle between these rays is determined by two wires, that in one telescope being fixed, while that in the other is moved by a micrometer screw until the two wires are seen as one at the same time that the object is seen distinctly. From the angle the distance is obtained, and may be easily estimated to within 60 yards for 3,000 yards and 15 yards for 1,500 yards.

A beautiful carnation worn by a gentleman at a dinner party not long ago was noticed to be leaving red streaks on the wearer's shirt-front and vest. Investigation showed the astonishing fact that the "flower" was made from slices of turnip neatly cut and dyed with acid magenta, the stem and leaves being of twisted cloth dyed dark green, while the bloom was very fine starch powder, and the support was a concealed iron wire. The wonderfully natural perfume was given by "essence," a synthetic amber-coloured oil. No poisonous substance was found in this clever product, although harmful dyes might be used.

This list of the movements of the earth now recognised by astronomers is given by M. Flammarion: (1) Rotation having a period of 24 hours; (2) revolution, period 365 1/4 day; (3) precession, period 25,765 years; (4) luni-solar gravitation, period 28 days; (5) nutation, period 18 1/2 years; (6) variation of obliquity of ecliptic, about 47 seconds of arc in 100 years; (7) variation of eccentricity of orbit; (8) change of line of apses, period about 21,000 years; (9) planetary perturbations; (10) change of centre of gravity of whole solar system; (11) general translation of solar system in space; (12) latitude variation with several degrees of periodicity.

The total destruction of a Russian house in six months is an alarming example of the ravages of a fungus—*Merulius lacrymans*—in Europe. With favourable dampness and other conditions, this fungus spreads in white threads over the surface of wood and penetrates its pores in all directions, and the growth may continue for years, reducing the wood to powder. Alkaline liquids favour the germination of the spores. Although the effects may be so serious, Prof. Henry, of the Nancy School of Forestry, does not find it advisable to discard wood for iron, but recommends more careful seasoning of timber as a preventive, and better ventilation of cellars and the drying of affected places as a means of checking the evil, with removal of every particle of infected wood when necessary.

The meagre results from silk worm culture in Germany are attributed to the severity of the climate, which, however, does not affect the worm directly so much as it does the food. Attempts are being made to find a substitute for the mulberry leaf, and at Sprockhove 32 kinds of plants have been tried, each being fed with greater or less success to 400 or 500 worms. In a field black hellebore was fed to 120,000 worms. Silk fibre was obtained, but it was inferior to that from mulberry-fed worms, and the problem of a satisfactory new food seems to be yet unsolved.

Considerable harm has been done in some cases by Roentgen rays. A French experimenter has found that tubes worked by alternating currents of high frequency and high tension never injure the skin, and he therefore uses the Oudin resonator, with certain precautions, to excite the tubes. Thus worked the tubes may be safely brought close to the skin, any loss of penetrative power being in this way effectually counteracted.

Wireless telegraphy is expected to prove a boon to Arctic explorers by patting them in constant communication with their supply camps. By means of relay stations, the wanderers in the frozen wilderness may even be able to send messages to the friends at home and the world at large.

OLD "THREE-DECKERS."

H.M.S. "Rodney" ploughed the sea into two broad ribbons of white foam, as she glided over her journey out to the Cape of Good Hope, in days when the Boer War was undreamed of and ships like this old "three-decker" ruled the waves supreme.

Nine hundred men manned her, and prominent among them was Corporal Eccles, one of the "boys of the old brigade."

Corporal Eccles, who spins this yarn to me, is now hale and hearty at 65, and he has served Her Majesty 21 years as a Royal Marine—"soldier and sailor too."

"I would take me days to tell you all my experiences during the 21 years I spent on the old 'three-deckers,' H.M.S. 'Dragon,' 'Camellian,' and 'Rodney,' said the bluff old Corporal, shifting his quid, 'but that storm off the Cape in the 'Rodney' was the worst bit of weather I ever experienced."

"Nine hundred men on board her, and 150 men disabled or wounded in the hurricane. Casks broke adrift from their lashings, chandeliers against the bulwarks until they started a plank. Sheep, caught by bills of incoming green seas, were swept down the hatchways like corks in a millrace."

"I carry a wound on my thigh to this day that was caused by a table hurled against me when scrambling into my hammock. Aye, me! had a sailor-life is full of adventures and tests of endurance. During the whole 21 years of active service I never had a day's illness. That's a pretty good record."

"When my term was nearly completed, I was transferred to H.M.S. 'Pembroke.' She had just been taken off active service and was being fitted out for a work-ship. During the alterations, as she lay at her moorings dismantled, her ports were open, I had to take my turn on sentry duty, rain or snow."

"Mid-winter it was, and the weather cold and raw."

"Pacing about 'tween decks," said the Corporal, "exposed to the worst of weather, I caught a severe cold, and I couldn't shake it off. My record was broken."

"It settled on my chest, hard and fast, making my breathing awfully bad. I couldn't walk uphill. I was too wheezy. You could hear me breathing, like a tub, twenty yards off. I did manage to struggle through my work, though."

"Then indigestion set in. After eating, my stomach became swollen with wind, making a disagreeable rumbling noise and causing great pain. Several doctors tried to help me, but their medicine didn't hit the mark. I got worse and worse."

"The old 'Pembroke' now lying at Chatham, is something like the hulk I then was. My cough shook my body through and through. For months I slept propped up with pillows. After a fit of coughing, perspiration rolled off me, soaking my linen. My body seemed on fire."

"Like the sharp stab of a cowardly knife did a long breath pain me. I got alarmed and nervous, for things were looking ugly."

"Though this day is the 24th of April, 1900," said the gallant Corporal, "I yet remember that aching pain that caught me in the back, on the right side, and that my bowels were very costive. Altogether, I was in a bad way. My wife, when the doctors had failed to help me—a sheer hulk—insisted on giving me Mother Seigel's Syrup, to pull me round."

"I had no faith in it, because it was an unproven medicine, but I succumbed to Seigel's. My first bottle shagened my appetite, improved my breathing, and loosened my cough."

"The improvement continued week by week until I was completely restored to health. Cough, pain, and weariness were swept away like chaff before the wind."

"Corporal Eccles," of 9, Southill Road, Chatham, says Mr. H. Woolgar, "is personally known to me. Unquestionably, Seigel's Syrup saved his life. Now he is getting younger every day."

"Aye," continued the old seaman, who, by the way, is proud of his medal for "long service," "Mother Seigel's Syrup put life, power and 'go' into my almost lifeless hulk. I am now sixty-five, still young and full of life and energy—all due, mark you, Sir, to Seigel's Syrup. If you think others will try its powers, you may publish this."

Such was the Corporal's stirring narrative, and its truth is vouched for by Mr. G. W. Philips, of the Chatham High Street, number 312, who writes: "I can verify every word that Mr. Eccles has said. Mother Seigel's Syrup has made a new man of him. No man acquainted with Mr. Eccles's case could doubt the efficacy of Mother Seigel's Syrup for all disorders of the stomach and liver."

H.M.S. "Rodney" no more ploughs the deep, but she lies in peace and quiet at Chatham; yet you who are sailing in stormy waters because there is trouble within you—mutiny among your digestive organs, in fact—can follow in the steps of the gallant Corporal, and can attain, in this way, to the same hale old age.

[60]

PIANO-FORTE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally.

TUNING \$3.50.
Address—
Care of DRAGON CYCLE STORE,
D'Aguiar Street.
Hongkong, 4th September, 1901. [2250]

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900. Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash. Copies can be obtained at the Soldiers' Club, or of Booksellers.

Hongkong, 8th December, 1900. [3081]

ON SALE.

DENY OCTAVO, p.p. 248, Price, \$2.50.

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. FETHERSTONHAUGH. Published at HONGKONG DAILY PRESS Office, and to be had from all Booksellers. Hongkong, 12th December, 1894. [628]

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N. INUZUKA, Manager. Hongkong, 1st August, 1901. [1331]

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BYASS'S 189 OLD PORTUGAL. 20.50
Very fine old tawny; about 30 years in wood.
Shipped respectively by HUNT, ROOPE & CO., and GONZALEZ & BYASS, of Oporto, every bottle bearing their name on the label, and guaranteed to contain none but Wine of Good Vintage.
A GOOD SELECTION OF OTHER WINES AND SPIRITS IN STOCK.
PROMPT DELIVERY OF ANY QUANTITY FROM ONE BOTTLE UPWARDS.
For Price List, apply to—
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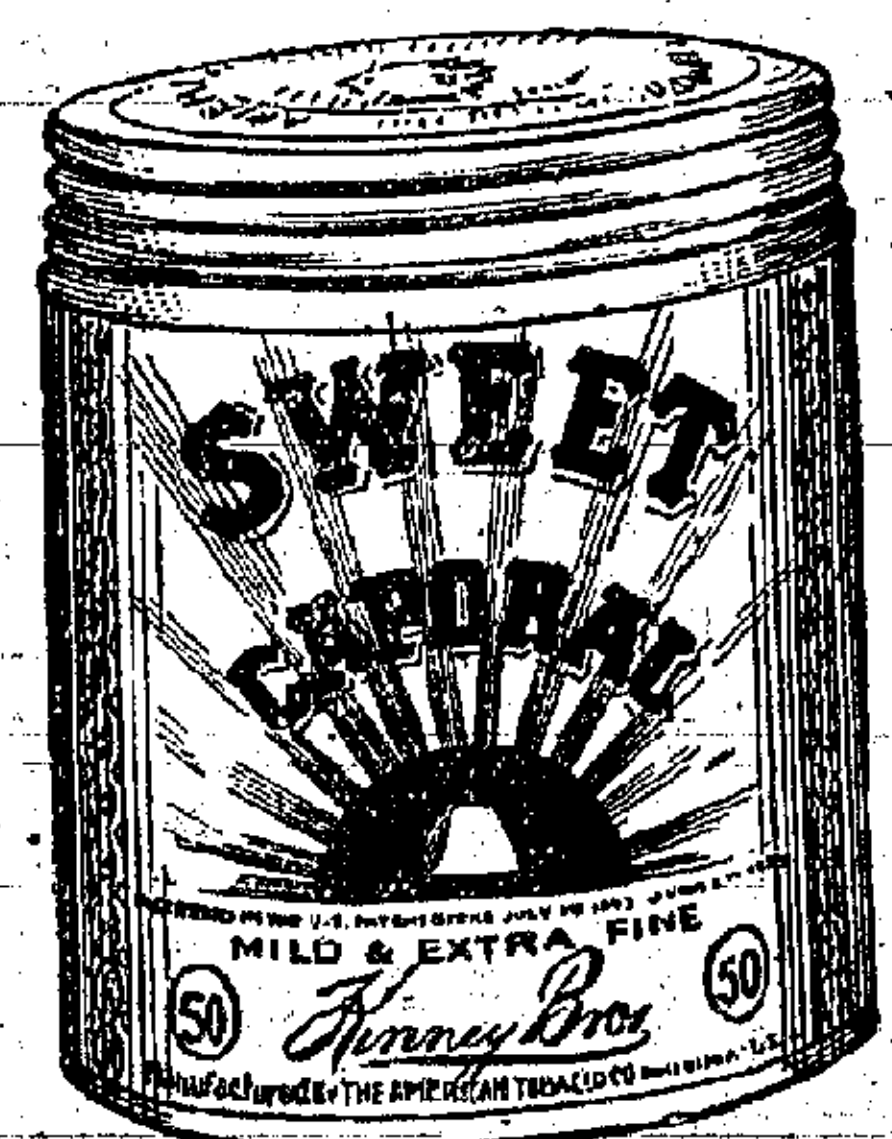
1981-1] HONGKONG.

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PACKED IN AIR TIGHT VACUUM TINS

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	PABAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	DOMENEUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 17th inst.
LONDON	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 21st inst.
LONDON	ATAX	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
LONDON	PERHUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 29th October.
LONDON	CALCHAS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 12th November.
LONDON	NESTOR	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 23rd November.
LONDON	MACHON	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th inst.
LONDON	QUESTER	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th November.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
BREMEN, VIA PORTS OF CALL.	PRINZ HEINRICH	Ger. str.	2 m.	I. K. H. H. H.	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE &c.	TAMBA MARU	Jap. str.	2 m.	Duchateau	MESSAGERIES MARITIMES	On 23rd inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE &c.	INDUS	Fren. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE &c.	ANDALUSIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & BREMEN & HAMBURG	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE & BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & BREMEN & HAMBURG	SEGOVIA	Ger. str.	2 m.	von Binzer	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & BREMEN & HAMBURG	MARBURG	Ger. str.	2 m.	von Binzer	HAMBURG-AMERIKA LINIE	On or about 13th inst.
NEW YORK VIA SUEZ CANAL	ATAX	Brit. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	To-day, A.M.
NEW YORK VIA SUEZ CANAL	MOGUL	Brit. str.	2 m.	Kendall	CALOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.	Moore	DODWELL & CO. LIMITED	On 21st inst.
NEW YORK VIA SUEZ CANAL	MANUEL LLAGUNO	Amr. ship.	1 m.	T. Darke	JARDINE, MATHESON & CO.	On 15th October.
NEW YORK VIA SUEZ CANAL	GLENGYLE	Amr. ship.	1 m.	Loon	SHAW, TOMES & CO.	On or about 25th Oct.
NEW YORK VIA SUEZ CANAL	CHINA	Brit. str.	2 m.	H. Pybus, R.N.R.	McGREGOR BROS. & GOW	On 28th inst.
TRIESTE VIA SINGAPORE &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	E. Beetham, R.N.R.	SANDEE, WILDER & CO.	On 17th inst. P.M.
VANCOUVER VIA SHANGHAI &c.	TARTAR	Brit. str.	2 m.	J. Traubridge	CANADIAN PACIFIC R. CO.	On 25th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	OLYMPIA	Jap. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On 1st October.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	RIJUN MARU	Jap. str.	2 m.	H. C. Harris	JARDINE, MATHESON & CO.	On 16th inst. at 4 p.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	AMERICA MARU	Jap. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	Quick despatch.
SAN FRANCISCO VIA AMOY, SHANGHAI &c.	ROSETTA MARU	Jap. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 17th inst. at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI &c.	ATLANTIC	Brit. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 24th inst.
AUSTRALIAN PORTS	KONIGSBERG	Brit. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On or about 17th inst.
YOKOHAMA & KOBÉ	CHINGTU	Brit. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 27th inst. at 4 p.m.
YOKOHAMA & KOBÉ	TEBES	Brit. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 3rd Oct. at Noon.
KOBÉ & YOKOHAMA	AWA MARU	Jap. str.	2 m.	Mitsui	NIPPON YUSEN KAISHA	To-morrow, at 5 p.m.
KOBÉ & YOKOHAMA	INABA MARU	Jap. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	On 15th inst.
NAGASAKI, KOBÉ & YOKOHAMA	KANAGAWA	Jap. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 14th inst. P.M.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
TIENTSIN	KWEIYANG	Brit. str.	2 m.	Eichbaum	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI	FRANZISKA	Brit. str.	2 m.	W. Chellie, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.
SHANGHAI	WANGPOA	Brit. str.	2 m.	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 20th inst.
SHANGHAI	CEYLON	Brit. str.	2 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On or about 21st inst.
YOKOHAMA VIA SHANGHAI & KOBÉ	MAIDZURU MARU	Jap. str.	1 m.	S. Atsumi	MITSUI BUSSAN KAISHA	On 15th inst.
ANPING VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	T. Ogata	DOUGLAS LAURENCE & CO.	To-morrow, at 3 p.m.
FOOCHOW VIA SWATOW & AMOY	DAIJIN MARU	Brit. str.	2 m.	Fussmore	JARDINE, MATHESON & CO.	To-day, at 5 p.m.
TAMUO VIA SWATOW & AMOY	YUENSANG	Brit. str.	2 m.	Rolle	BUTTERFIELD & SWIRE	On 16th inst.
SWATOW, AMOY & TAMSUI	SUNOKING	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 14th inst.
MANILA	KAIPOK	Brit. str.	2 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	To-day, at Noon.
ILOLO & CEBU	MIKE MARU	Jap. str.	2 m.	E. Foy	DAVID SASSOON, SONS & CO.	On 15th inst. at Daylight.
HONGKONG, PENANG & CALCUTTA	ABERDEEN APCAR	Brit. str.	1 m.			

SHIPPING.

ARRIVALS.

Sept. 11, KOUN MARU, Japanese str., 1,783, T. Minamikawa, Kobe via Moji 3rd Sept. General.—JAPANESE.
Sept. 11, MIKE MARU, Japanese str., 1,801, M. Yagi, Yokohama via Moji 3rd Sept. General.—JAPANESE.
Sept. 12, ARIAKE MARU, Jap. str., 2,816, T. Tanaka, Kutchinotsu 7th Sept. Coal.—M. B. KAISHA.
Sept. 12, CARLISLE CITY, British str., 1,894, A. L. Paterson, Vladivostok 6th Sept. General.—BUTTERFIELD & SWIRE.
Sept. 12, CHANGSHA, British str., 1,462, Moor, Shanghai 9th Sept. General.—BUTTERFIELD & SWIRE.
Sept. 12, FUSION, British str., 1,500, Lunt, Canton 11th September, General.—CHINESE.
Sept. 12, HUNTER, British str., 1,640, H. J. Davidson, Wessing 8th September.
Sept. 12, KONGSBERG, German str., 2,068, Bruhn, Hamburg 27th July and Singapore 6th September, General.—SIEMSEN & CO.
Sept. 12, TOSAKA, German str., 1,518, Bruhn, Java 4th Sept. Sugar.—SIEMSEN & CO.
Sept. 12, ULYSSES, British steamer, 2,281, J. Edmondson, Singapore 7th Sept. General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office, 12th September.
Awa Maru, Japanese str., for Kobe.
Fushua, British str., for Shanghai.
Indravali, British str., for Moji.
Lacin, Austrian str., for Saigon.
Machen, German str., for Swatow.
Mexican Prince, British str., for Singapore.
Pax, Belgian str., for Saigon.
P. C. Kluu, German str., for Swatow.
Sabine Rickmers, British str., for Tamsui.

DEPARTURES.

12th September.
SANDAKAN, German str., for Sandakan.
13th September.
ANPING, British str., for Canton.
CHINA, German str., for Swatow.
FUSION, British str., for Shanghai.
MACHUW, German str., for Bangkok.
P. C. Kluu, German str., for Tamsui.
SABINE RICKMERS, British str., for Swatow.
SENGOUEN, British str., for Shanghai.
THALES, British str., for Swatow.
TSUBUGI MARU, Japanese str., for Moji.
WOOBUNG, British str., for Canton.

VESSELS IN DOCK.

12th September.
KOWLOON DOCKS.—Canton River, Victoria, Georgia Valentin, Zofiro, I cano, Fel Ho, Kijong, Changsha, America Maru.
COSMOPOLITAN DOCK.—Loongmoon.

VESSELS ON THE BERTH

FOR NEW YORK.

THE 3/3 A II American Ship
"MANUEL LLAGUNO"
will leave during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 11th July 1901. [176]

FOR NEW YORK.

THE 3/3 A II American ship
"L. SCHEPP"
Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.
For Freight, apply to
CARLOWITZ & CO.
Hongkong, 18th July 1901. [1414]

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"FLANDRIA."

Captain Eichbaum, will be despatched for the above port TO-DAY, the 13th inst., at 3 p.m.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 11th September, 1901. [2318]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above TO-DAY, the 13th inst., at 5 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th September, 1901. [2318]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA"

will be despatched for the above port on or about 13th September.

To be followed by the Steamship
"ANAPA"
about 15th October, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 10th August, 1901. [2068]

FOR NEW YORK VIA SUEZ CANAL.

THE H. A. L. Steamship

"ARAGONIA."

Captain Forst, will be ready to receive cargo for the above port TO-DAY, the 13th inst., and will be despatched on the 15th inst., A.M.

For further particulars, apply to the
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Queen's Buildings No. 1.
Hongkong, 7th September, 1901. [2224]

"SHIRE" LINE.

FOR NAGASAKI, KOBÉ AND YOKOHAMA.

THE Steamship

"RADNORSHIRE."

Captain Bindless, will be despatched for the above ports TO-MORROW, the 14th inst., at 3 p.m.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 12th September, 1901. [2316]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 15th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th September, 1901. [17]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901
"TARTAR" 4,436 Tons. Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901
"ATHENIAN" 3,882 Tons. Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for amount recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Paddy's Street.
Hongkong, 10th September, 1901. [10]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI.

(PALAWAN) About 14th September } Freight or Passage.
J. Chellie, R.N.R.

LONDON, &c. PARRAMATTA } Noon, 14th } See Special Advertisement.
R. T. Cook, R.N.R.

LONDON, &c. BOMBAY } About 21st } Freight or Passage.
H. S. Bradshaw

YOKOHAMA VIA SHANGHAI, AND KOBÉ (Passing through the Inland Sea) } About 21st } Freight or Passage.
W. Hayward, R.N.R.

For Further Particulars, apply to
H. A. BITCHIE,
Superintendent.
Hongkong, 5th September, 1901. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	October 1st
QUEEN ADELAIDE	2,832	F. McNeil	October 8th
VICTORIA	3,502	J. Pantou	October 15th
BREMER	3,601	W. Watt	November 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 232.

The best route to the KODIACK GOLD FIELDS. Frequent sailings from Victoria and TACOMA to DRYA and St. MICHAEL.

Rates of Passage to other points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 13th September, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

PRINZ HEINRICH ... WEDNESDAY ... 18th September.

PREUSSEN ... WEDNESDAY ... 2nd October.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 18th October.

SACHSEN ... WEDNESDAY ... 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 13th November.

BAVARN ... WEDNESDAY ... 27th November.

STUTTGART ... WEDNESDAY ... 11th December.

KONIG ALBERT ... WEDNESDAY ... 25th December.

PRINZESS IRENE ... WEDNESDAY ... 8th Jan., 1902.

PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan., 1902.

PREUSSEN ... WEDNESDAY ... 5th Feb., 1902.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 19th Feb., 1902.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	TO
GLASGOW and LIVERPOOL	"ALAMENON"	On 19th September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 26th September.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL	"LAERTES"	On 9th October.

FOR	HOMEWARDS.	TO
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL Direct	"ORRESTES"	On 15th September.
LIVERPOOL Direct	"ULYSSES"	On 15th October.
LIVERPOOL Direct	"DARDANUS"	On 15th November.

(Taking Cargo at London Rates)
 (Taking Cargo at London Rates)
 (Taking Cargo at London Rates)
 The S.S. "ULYSSES" from GLASGOW and LIVERPOOL, arrived on the 12th inst. a.m., and leaves for SHANGHAI and JAPAN to-morrow.
 For Freight, apply to

BUTTERFIELD & SWIRE,
 AGENTS O. S. S. Co.

Hongkong, 13th September, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
ILOILO & CEBU	"KAIFONG"	On 14th September.
YOKOHAMA	"CHINGTU"	On 15th September.
SHANGHAI	"WOOSUNG"	On 16th September.
MANILA	"SUNGKIANG"	On 16th September.
SHANGHAI	"WHAMPOA"	On 20th September.
TIENSIN	"KWEIYANG"	On 22nd September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
 For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
 AGENTS.

Hongkong, 7th September, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR"
 Captain E. Fey, will be despatched for the above ports on SUNDAY, the 15th inst. at DAYLIGHT.
 For Freight or Passage, apply to
 DAVID SASSOON, SONS & CO.,
 Agents.

Hongkong, 12th September, 1901. [231]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS"
 Captain Moore, will be despatched as above on or about 15th October.
 For Passage, apply to
 JARDINE, MATHESON & CO.,
 Agents.

Hongkong, 11th September, 1901. [219]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd September, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Duckett, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 11th September, 1901. [2]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU"
 Captain K. Suda, will be despatched for the above ports on WEDNESDAY, the 18th September.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.

Hongkong, 5th September, 1901. [18]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE"
 Captain St. John George, will be despatched for the above ports on THURSDAY, the 3rd October, at Noon.

A well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.

Hongkong, 9th September, 1901. [2297]

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
 THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY,	24th September, at Noon.
"GAELIC"	WEDNESDAY,	2nd October, at Noon.
"CHINA"	SATURDAY,	19th October, at Noon.
"DORIC"	TUESDAY,	29th October, at Noon.
"PERU"	TUESDAY,	12th November, at Noon.
"COPTIC"	WEDNESDAY,	20th November, at Noon.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.
 Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.
 Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
 ACTING AGENT.

Hongkong, 11th September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 17th Sept.

S.S. "STRATHGYLE" On 15th Oct.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on TUESDAY, the 17th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
 Agents.

Hongkong, 12th September, 1901. [14]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901. [1624]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORT AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG.

"MOGUL"	On 21st September.
"SATSUMA"	On 29th October.
"KURDISTAN"	On 5th November.
"LENNOX"	On 20th November.
"RICHMOND CASTLE"	End of November.
"ORONSAY"	
"HILLGLEN"	

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 13th September, 1901. [1739]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO

VICTORIA (B.C.) AND SEATTLE. Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"TEENKAI," 4,642 tons, Commander H. C. Harris, is due here on 24th inst., and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 11th September, 1901. [2317]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst. at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1901. [19]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENGYLE," Captain T. Darke, will be despatched as above on SATURDAY, the 29th September.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 28th August, 1901. [2196]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ARRATON APCAR, British str., E. Fey—David Sassoon, Sons & Co.

CELESTE BURRILL, British ship, Jafry—Order.

HELEN A. WYMAN, American ship, Vanhook—Arnold, Harberg & Co.

I. F. CHAPMAN, American ship, Chapman—Arnold, Harberg & Co.

L. SCHEPP, American ship, C. S. Kendall—Carlowitz & Co.

NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accept). No. 1 ALBUM (3 Songs, English & Italian). No. 2 ALBUM (3 Songs).

The LILY Waltz and ELIZA Waltz. 2 NEW FEATURES.

Pocket Edition of Pianoforte Music: including March dedicated to Hongkong Volunteers and POLKA de Peck Residents.

To be had to all MUSIC DEALERS. [232-1]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

[153]

ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Paromatta*, will close at 3 p.m. to-day. The *Paromatta*, with the English Mail of the 10th ult., left Yokohama on Sunday, the 8th inst., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 10th July. The City of Peking, with the American Mail of the 21st ult., left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here on or about Monday, the 17th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hongkong	Friday, 13th, 7.30 A.M.
Kobe and Yokohama	Asia Maru	Friday, 13th, 9.00 A.M.
Singapore, Colombo and Bombay	Mike Maru	Friday, 13th, 11.00 A.M.
Hollow and Pakhoi	Hollow	Friday, 13th, 1.00 P.M.
Manila	Hollow	Friday, 13th, 1.00 P.M.
Shanghai	Hollow	Friday, 13th, 1.00 P.M.
Singapore, Sourabaya and Samarang	Hollow	Friday, 13th, 2.00 P.M.
Manila	Hollow	Friday, 13th, 2.00 P.M.
Hollow	Hollow	Friday, 13th, 3.00 P.M.
Hollow	Hollow	Friday, 13th, 3.00 P.M.
Hollow	Hollow	Friday, 13th, 3.00 P.M.
Hollow	Hollow	Friday, 13th, 3.00 P.M.

Essex, &c., India via Tutuorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Nagasaki, Kobe and Yokohama	Radnorshire	Saturday, 14th, 2.00 P.M.
Swatow, Amoy and Tamsui	Radnorshire	Saturday, 14th, 2.00 P.M.
Iloilo and Cebu	Radnorshire	Saturday, 14th, 2.00 P.M.
Yokohama and Kobe	Radnorshire	Saturday, 14th, 2.00 P.M.
Swatow, Amoy and Tamsui	Radnorshire	Saturday, 14th, 2.00 P.M.
Singapore, Penang and Calcutta	Radnorshire	Saturday, 14th, 2.00 P.M.
Yokohama	Radnorshire	Saturday, 14th, 2.00 P.M.
B.C. and Seattle	Radnorshire	Saturday, 14th, 2.00 P.M.
Meji, Kobe, Yokohama, San Diego and San Francisco	Radnorshire	Saturday, 14th, 2.00 P.M.
Shanghai	Radnorshire	Saturday, 14th, 2.00 P.M.
Manila	Radnorshire	Saturday, 14th, 2.00 P.M.

AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Europe, &c., India via Tutuorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Shanghai	Whampoa	Friday, 20th, 4.00 P.M.
Tientsin	Whampoa	Friday, 20th, 4.00 P.M.
SEANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Whampoa	Friday, 20th, 4.00 P.M.

TO-DAY.

Sale, Blankets, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.

TO-MORROW.

Sale, Condensed Milk, &c., Central Police Station, Messrs. Hughes & Hough, 11 a.m.

Sale, Clothing, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL CLOSING QUOTATIONS.

ON LONDON—	11/11
Telegraphic Transfer	11/11
Bank Bills, on demand	11/11
Bank Bills, at 30 days sight	11/11
Bank Bills, at 4 months sight	11/11
Credits, at 4 months sight	11/11
Documentary Bills, 4 months sight	11/11
ON PARIS—	244
Bank Bills, on demand	244
Credits, at 4 months sight	244
ON GERMANY—	1.98
On demand	1.98
ON NEW YORK—	47
Bank Bills, on demand	47
Credits, 60 days sight	47
ON BOMBAY—	144
Telegraphic Transfer	144
Bank, on demand	144
ON CALCUTTA—	144
Telegraphic Transfer	144
Bank, on demand	144
ON SHANGHAI—	73
Bank, at sight	73
Private, 30 days sight	73
ON YOKOHAMA—	54 p.c. pm.
On demand	54 p.c. pm.
ON MANILA—	31 p.c. pm.
On demand	31 p.c. pm.
ON SINGAPORE—	3 p.c. pm.
On demand	3 p.c. pm.
ON BATAVIA—	117
On demand	117
ON HATPHONG—	13 p.c. pm.
On demand	13 p.c. pm.
ON SAIGON—	11 p.c. pm.
On demand	11 p.c. pm.
ON BANGKOK—	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	\$10.23
GOLD LEAF, 100 fine, per tael	\$53.40
BAR SILVER, per oz.	\$26.1

OPIUM.

Quotations are—	Allow 100 net to 1 catty.
Malwa New	\$860 to \$870 per picul.
Malwa Old	\$890 to \$900
Malwa Older	\$900 to \$920
P. P. per wrapped	\$800 to
Persian fine quality	\$830 to
Persian extra fine	to per chest.
Patna New	\$925 to
Patna Old	\$875 to
Benares New	\$810 to
Benares Old	\$845 to

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Palawan* left Singapore for this port on the 8th inst., at 8 a.m., with the outward English mails, and is due here to-day, at about 8 a.m.

THE INDIAN MAIL.
The Indo-Chinese steamer *Chaydra*, from Calcutta and the Straits, left Singapore for this port on the 8th inst.

THE GERMAN MAIL.
The Imperial German Mail steamer *Hannover*, carrying the German mails with dates from Berlin of the 19th ult., left Colombo on the 7th inst., a.m., and may be expected here on or about the 17th inst.

The Imperial German Mail steamer *Prinz Heinrich* left Kobe via Nagasaki, Shanghai and Foochow on the 8th inst., a.m., and may be expected here on or about the 18th inst.

THE AMERICAN MAIL.
The P.M. steamer *City of Peking*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, has arrived at Yokohama, and left for this port on the 8th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gaiochi*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 8th inst.

The T.M. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 4th inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver at 11.30 p.m. on the 9th inst. for Hongkong via usual ports.

MERCHANT STEAMERS.

The A.L. steamer *China* left Moji for this port on the 9th inst., a.m.

The A.L. steamer *Triste* left Singapore for this port on the 11th inst., p.m.

The N.Y.K. steamer *Tambara Maru* (European Line) left Kobe via Moji for this port on the 11th inst., and is expected to arrive here on the 18th inst.

The steamer *Richmond Castle* from New York, left Singapore for Hongkong via Manila on the 7th inst.

The P.M. steamer *Algoa* arrived at Manila on the 10th inst.

The C.M. steamer *Tenaki*, from Glasgow and Liverpool, passed the Canal on the 30th ult., and may be considered due at Singapore on or about the 18th inst.

The N.P. steamer *Queen Adelaide*, sailed from Tacoma for Hongkong via Japan and Dulny on the 19th ult.

The N.P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 24th ult.

The P. & A. steamer *Indragiri* left Portland (Or.) for this port via Japan ports on the 28th ult.

The steamer *Oronway*, left New York on the 21st ult. for Straits, Hongkong, China and Japan.

STEAMERS PASSED THE CANAL.

OUTWARD—Aug. 9th—*Langkang*, *Immerlate*, 16th—*Palawan*, *Ulysses*, 20th—*Marianne*, *Malaya*, *Kherson*, 23rd—*Ceylon*, *Agamemnon*, 27th—*Bambury*, *Olympia*, *Andria*, *Honolulu*, 30th—*Inaba*, *Maru*, *Calcutta*, *Anapa*, *Tenaki*, *Dresden*, 3rd Sept.—*Laos*, *Murcia*, *Algeria*, *Baqouche*, 6th—*Salacia*, *Scotia*, *Hermion*, *Prima*, 10th—*Sachsen*, *Benlowah*, *Adana*, *Seydis*, *Cholon*, *Pembroke*, *broahire*.

HOMEWARD—Aug. 30th—*Wurzburg*, 3rd Sept.—*Shanghai*, 6th—*Stuttgart*, 10th—*Deucalion*, *Santo Maru*.

ARRIVAL AT HOME—19th Sept.—*Guadiana*.

PASSENGERS.

Per *Mike Maru*, from Yokohama, Mr. and Mrs. Muden.

Per *Corlita City*, from Vladivostok, Mr. and Mrs. G. Detuch and two children and Miss Bacon.

C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED.

AND FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES—Prices on Application.

H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL" HONGKONG. A.B. Code, 4th Edition.

A.I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [1564]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1386]

UNDER ENGLISH MANAGEMENT.

AH YOUNG & CO.

NAVY AND ARMY CONTRACTORS, AND WHOLESALE PROVISION MERCHANTS. Orders promptly executed. Satisfaction guaranteed. Price List on application.

9 VICTORIA STREET, HONGKONG. (Next to Central Market).

GEO. MOIR, Manager.

Hongkong, 1st August, 1901. [1940]

JOINT STOCK SHARES.

HONGKONG, 12th September.

STOCKS.	No. of SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$125	\$125	30/- div. = \$15.36 for half year ended 30/6/01	\$100, London 101. 7s. 6d. 152.
Bank of China & Japan, Ltd.	190,875	28	28	None	25. 5s.
Do. Deferred	1,250	41	41	3/11 for 1899.	\$23, buyers
National Bank of China, Ltd.	19,970 A	210	210	3/11 at 2.1 = \$1.70 for '99	\$23, buyers
Do. Founders' Shares	29,953 B	41	41	None	\$15, sellers
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	40 p. ct. = \$20 for 1899	\$34.50
China Traders' Ins. Co., Ltd.	24,000	\$83.33	\$23	16 p. ct. for 1899 and 30 p. ct. 5 p. ct. = \$2.50 on ac- count of 1900	\$34, sellers Ts. 1-2 1/2.
North China Ins. Co., Ltd.	5,000	\$100	\$25	\$12 = 20 p. ct. for 1899	\$122.3, sellers
Yangtze Ins. Assocn., Ltd.	10,000	\$250	\$50	\$12 for 1899	\$170, sellers
Canton Insurance Office, Ltd.	30,000	\$100	\$20	5 per cent. for 1895	nominal
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$24 for 1899	\$121.2, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$0 for 1899	\$81, buyers
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 30/6/1901	\$34.5, sales
Indo-China S. S. Co., Ltd.	60,000	410	210	Fin. of 6 p. ct. making in all 11 p. ct. also 4 p. ct. bonus for 1900	\$136.
China & Manila S. S. Co., Ltd.	8,000	\$50	\$30	\$5 per old share = \$10	\$62, sellers
14,000	\$50	\$30	\$20	per new share = 4 for 00	
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. cent. for year ending 30/6/01	\$47, sellers
China Mutual S. N. Co., Limited, Preference.	20,000	410	210	Fin. of 6 p. ct. making in all 11 p. ct. also 4 p. ct. bonus for 1900	\$12
Do. Ordinary	20,000	410	210	Fin. div. of 61 p. ct. on account of 1901	\$27
Do. do.	10,000	\$10	\$10	12 p. cent. for year ended 30/6/01	\$24.4, buyers
Star Ferry Co., Limited	2,000,000	41	41	Int. div. of 61 p. cent. on account of 1901	\$84, buyers
Shell Transport & Trading Co., Limited					\$22.12, sellers
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Int. of 35 on account of 1901	\$138.
Luzon Sugar Refing. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$36, sellers
MINING.					
Panjo Mining Co., Ltd.	60,000	\$10	\$9	None	\$51, sellers
Do. Preference	30,000	\$1	\$1	None	\$11
Societe Fran. des Char- bonnages du Tonkin	16,000	Fr. 250	Fr. 250	Fr. 30 per share for 1900	\$23.
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	4 cents
Joleba Mining and Tradi- ng Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end. 31/7/01 (coupon 9)	\$41, sellers
Anglo-Australian Gold Mining Co., Limited	200,000	41	18/10	1 p. share = 41 cts. 12th div.	\$12
Oliver's Freehold Mines, Limited	A 15,000	\$5	\$5	None	nominal
B 45,000	\$5	\$5	\$5	None	nominal
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	60,000	\$50	\$50	10 p. c. & 8 p. c. bonus, 4 year 30/6/01	\$275, sales
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. 5 p. ct. on account of 1901	\$97, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37	Int. of 14 on account of 1901	nominal
New Amoy Dock Co., Ltd.	6,000	\$80	\$80	33 per cent. for 1900	\$24, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Invest- ment and Agency Co., Ltd.	50,000	\$100	\$100	Int. of 48 p. ct. on share on account of 1901	\$100, buyers
Kowloon Land & B. Co., Ltd.	8,000	\$50	\$30	\$1.80 for 1900	\$301, buyers
West Point Building Com- pany, Limited	12,500	\$50	\$30	Int. of 19 p. ct. on share on account of 1901	\$67, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	12 p. ct. for half year ended 30/6/1901	\$127, sales
Limkok Hotel, Limited	7,000	\$50	\$50	8 p. c. for year 1901	\$55
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	\$1 per share for 1900	\$131, sales
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Ts100	Ts100	34 p. ct. for period ending 31/10/01	Ts. 40, buyers
Internatnl. Co. Mfg. Co., Ltd.	10,000	Ts100	Ts100	3 p. ct. on account '93	Ts. 35
Laoan-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	Ts100	Ts100	4 p. ct. on account '93 on 6,000 shares	Ts. 40
Soy Chee Cotton Spinning Company, Ltd.	2,000	Ts500	Ts500	4 p. ct. for period ending 31/12/01	Ts. 300
Yahlong Cot. Spin. Co., Ltd.	7,500	Ts100	Ts100	None	Ts. 121
Hongkong Cotton Spin. (Weav. & Dying Co., Ltd.)	37,000	\$10	\$10	None	\$11, buyers
MISCELLANEOUS.					
Manila Investment Co., Ltd.	20,000	\$50	\$50	Sp. c. for 1900	\$50, nominal
Green Island Cement Co., Ltd.	100,000	\$10	\$10	Sp. c. for 1900	\$34, sellers
China Borneo Co., Ltd.	7,500	\$20	\$15	25 per cent. for 1900	\$85
A. S. Watson & Co., Ltd.	80,000	\$10	\$10	Final of 70 cents = 12 p. c. for 1900	\$121, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share.	\$121, buyers
Company, Limited	20,000	\$10	\$5	24 cts. per share.	\$61, buyers
Hongkong and China Gas Company, Limited	7,000	410	210	10 p. ct. div. & 1 p. ct. bonus for 1900	\$140, buyers
Hongkong Sops Mfg. Co., Ltd.	10,000	\$50	\$50	\$23 per cent. 1900	\$172.
Geo. Fenwick & Co., Ltd.	8,000	\$25	\$25	15 per cent. for 1899	\$35, sellers
Hongkong Ice Co., Ltd.	6,000	\$25	\$25	Int. of 10 p. ct. for 1900	\$182, buyers
Hongkong High Level Freeways Co., Ltd.	1,250	\$100	\$100	\$14 for year ended 30/6/01	\$275, buyers
H.K. & China Bakery Co., Ltd.	7,500	\$10	\$10	Int. of 3 p. ct. for 1900	\$4, buyers
Dairy Farm Co., Ltd.	10,000	\$74	\$74	\$1 per share	\$85, buyers
H.K. & China Bakery Co., Ltd.	1,250	\$10	\$10	20 p. ct. for 1900	\$30
Campbell, Moore & Co., Ltd.	10,000	41	41	None	\$110
Bell's Asbestos E. Agency, Ltd.	1,000	\$10	\$10	30 p. ct. for 1900	\$10, sales & buy
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	Int. of 10 p. ct. for 1900	\$15
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	None	\$1
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	50 cents for year ending 31/12/01	\$91, sales
Watkins, Limited	10,000	\$10	\$10	12 per cent. for 1900	\$10, sellers
Universal Trading Co., Ltd.	50,000	\$20	\$20	75 c. on fully paid up 300 on 50 paid up = 12 p. c. for year ending 30/6/01	\$101, buyers
China Light & P. Co., Ltd.	15,000	\$20	\$20	First year	\$20
Robinson Piano Co., Ltd.	3,200	\$50	\$50	11 per cent. for 1900	\$50, nominal
Towell, Ltd.	12,000	\$10	\$10	None	\$10, nominal
CIGAR COMPANIES.					
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$50	25 p. c. for year ended 31/12/00	\$50.
Alhambra, Ltd.	2.0	\$500	\$500		\$1,250, sellers